#### AFFAIRS OF THE RAILWAYS.

A Disastrous Rate War. Sr. Louis, Aug. 29.-The reduction of 45 per

cent. in live stock rates from Kansas and Indian Territory points has brought into line the Missouri Pacific and St. Louis & San Francisco roads to meet the rates adopted by the Santa Fe and the Rock Island. The reduction is unprecedented in extent, and, as it is certain no settlement can be made this year, the effect on the disastrous. The Missouri Pacific has followed the Frisco rate of \$52.50 from Hunnewell, I. T., to Chicago, by putting in a \$50 rate from Kansas points to Chicago; \$25 to Kansas City, and \$32.50 to St. Louis. The originated between the Chicago, Kansas & Nebraska, (Rock Island in Kansas) and the Santa Fe. The Santa Fe's stop-over privilege granted Texas shippers is claimed to have been the original cause of the trouble. It is supposed that the Santa Fe carried 5,000 cars, 150,000 tead into the Territory, and has contracts to sarry this immense live tonnage to market. Anpther claim is that the war was precipitated by accident; that the Rock Island telegraphed to make a \$70 rate from Caldwell, Kan., but by an error the figures were changed to \$50, and before seing discovered 3,000 head of cattle had been contracted at that figure. Railroad men smile snowingly at this exp'anation, however. It is expected that all Ka. as and Missouri rates will low be disrupted.

A Good Thing for Both Companies.

It is stated that the Chicago, Burlington Quincy people pay the Wabash \$150,000 por annum for the new terminal facilities at St Louis. The C., B. & Q., it is further stated will build a monster grain elevator, besides arranging for enlarged terminal facilities by the improvement of property in North St. Louis. One result of the C., B. & Q. getting such favorable terminal facilities will be lively competition for Denver business with the Missiouri Pacific. The arrangement by which the Chicago, Burlington & Quincy has obtained an entrance to St Louis continues to cause considerable comment in the West. Naturally St. Louis is in very pleasant frame of mind over the advent within its borders of this great system. St. Louis papers are warm in their predictions of good results to accrue to the "Burlington," the Republic remarking, "if the Burlington officials are as anxious to cultivate St. Louis business as they profess to be, an era of increased prosperity for the road may follow-it may, indeed, retrieve part of the fortune lost by the costly and disastrous strike of the engineers and firemen. The same paper states that "it is thought that much of the packing-house products of central lows which now finds its way to the Southeast will eventually come to St. Louis for distribution to that district."

The Latest Regarding the L., N. A. & C. It is quite evident that there is something in the rumors that the Louisville, New Albany & Chicago road is to fall under control of some new interest. Rumor first had it that the New York parties who had secured control of the Cincinnati, Hamilton & Dayton were about to get control of the L., N. A. & C. This President Dowd denied. Now comes another rumor. The New York Bulletin of Tuesday says: "The gossips are busy concerning Louisville, New Albany & Chicago. The report was recently denied that the Cincinnati, Hamilton & Dayton sompany had secured the property; but yesterlay Boston advices stated rather positively that insiders in Cincinnati, Indianapolis, St. Louis & Chicago had purchased a controlling interest in the L., N. A. & C.'s stock, and that the 'Big Four' would absord the road." The fact that President Ingalls, on Saturday last, quite unexpectedly left for New York, gives color to the

Bad for Both Roads.

The monthly statements of the Ohio, Indiana & Western road and those of the Cincinnati Sandusky & Cleveland road show that the separation of the two roads was a grievous mistake. At the time the separation took effect both toads for several of the preceding months had been showing handsome increase in earnings ever the corresponding months of the preceding year, but the first month after the dissolution of the two interests earnings began to show degreases, and each month the exhibit grew worse antil July, when, with one road, the earnings were 47 per cent. less than in July, 1887, and with the other, 28 per cent. less. These are cold facts, says one of the officials, and cannot be wiped away by any statements of the officials or directors of the C., S. & C. made to the friends of the property in Boston, Mass.

Personal, Local and State Notes. The Wabash is paving no attention to the taking off of the fast trains between Chicaga and Kansas City, which will likely lead to trouble. Car-works officials are a little cautious about making contracts just now, owing to the recent advance in the price of iron and a prospective

Treasurer Pratt, of the Michigan Central road expresses the opinion that his road will not be unfavorably affected by the new movements of the Canadian Pacific road.

The Pennsylvania Company in their yards at Jersey City have switches operated by means of a twelve-lever non-interlocking machine which enables one switchman or leverman to control thirteen, spread over a distance of 1,140 feet. Dava Corey, who for many years ran as passenger conductor between Richmond and Cincin-

pation the C., H. & D. has been transferred from that road to the C., H. & I division, and will run between Indianapolis and Hamilton. The Chicago & Eastern Illinois and the Obio,

Indiana & Western continue to sell tickets to Chicago at the cut rates, and state that so long as the roads which they compete with keep on a round-trip ticket at \$7.30 they will continue to The third week in August seems to have been good week for railroads all over the country.

like Indiana roads, Northwestern, Western and Southern roads all show increased earnings. Southern roads are already beginning to move the new cotton crop. Provided rates do not become demoralized

after the advances ordered for Sept. 1 the improved business will enable the roads to retrieve some of the heavy losses incident to the railroad wars which have been so upsetting things the last few months. Monday evening J. T. McCallen, master car-

builder of the Evansville & Terre Haute road, was presented with a gold watch and chain, the employee in the shops being the donors. This official seems to be better liked than is the master mechanic of one of Mackey's roads. The Pennsylvania has put in effect its ad

Vanced rates, and the Chicago & Atlantic have followed with its differential rate of three cents on dressed meats and announces that it has no contracts whatever outstanding to prevent an immediate advance of all rates after the ten days' legal notice. Eastern papers report that the coal reads are

piling up business and earnings rapidly. It has been stated that the miners are getting no benefit from the increase in prices and in business. This is not correct. The miners are getting 15 to 20 cents more per ton than last year on the standard sizes of coal.

The roads which bring the anthracite coal West are beginning to run short of cars to fill their contracts, and some are refusing to book further orders until they can better see their way clear to fill them. Western agents are seeving instructions to hasten the unloading of

cars and their return East. General Passenger Agent Bronson, of the Ohio, Indiana & Western, says that the roads doing business between Cincinnati, Indianapoits, Louisville and Chicago called a meeting, last week, to restore rates. Instead of doing so, they simply legalized the rascalities which have

been going on the last year. The Roadmasters' Association of America holds its sixth annual meeting in Washington, D. C., on Sept. 11. The master car and locomotive painters hold their nineteenth annual convention in Cleveland, O., on Sept. 12, and the association of North American Railroad Superintendents hold their next meeting in St.

Louis, Sept 19. The Chicago & West Michigan contemplates building a branch from some point between La Porte, Ind., and the Michigan State line to connect with the docks at Michigan City. It is to be built in the interest of the Chicago & Indiana Coal road, which has an arrangement for using the portion of the C. & W. M. in Indiana.

Its greatest advantage will be through its coal The new tariff to all Pacific coast points. which takes effect Sept. 1, advances rates but lightly, in some cases on the commodity in others on rates. Chicago shippers, however, are dissatisfied, claiming that it discriminates sgainst Chicago in favor of New York on shippents to the Pacific coast, and unless the tariff s modified the Chicago Freight Bureau will undoubtedly be supported by the Chicago roads in

demanding a revision of the new tariff.

The most interesting phase of the railway situation is the duel going on between the two gination is the duel going on between the two gination of the army and sundry civil bills, and that the resolution only applied to those two objects. Passed.

The House then resumed, in committee of the whole, and in the consideration morning hour demanding a revision of the new tariff.

the Canadian Pacific. The Northern Pacific eels the competition of its great rival in the United States, and evidently intends to carry the war into Canada by dividing, as well as it can, the Northwest traffic with the Canadian Pacific. This is the meaning of the willingness of the Northern Pacific to enter Manitoba, using the

Red River Valley road as a connection. An exchange says fast trains are playing the nischief with engineers. Almost daily one of these knights of the lever suffers from a paralytic stroke. The rapid time made puts every engineer on such a strain that it is only a question of a few mouths until the peryous gross carnings of Western roads will be most | system collapses. There is said to be a train disastrous. The Missouri Pacific has followed | running from St. Paul to Stillwater on the Omaha that is called the hospital train, for every man who runs with it has either had a stroke of paralysis or has been injured in some way or an

John F. Mill er, general superintendent of the Pennsylvania lines west of Pittsburg, is considered one of the best and most successful disciplinarians in railroad service, yet he was never known to utter a profane word under the most trying circumstances, and when reprimanding an employe for his shortcomines he always does it in a manner which commands the respect of the employe. His great success and popularity as a railroad man are attributed largely to his methods of doing business in his calm, dignified way.

Western roads, with but few exceptions, are beginning to complain of a scarcity of cars. The C., H. & I. was yesterday 500 cars short of filling its orders, the Vandalia several hundred cars short, and the Bee-line begins to feel the need of more cars, so heavy is freight traffic. The prospect for good crops through the graintraffic is this year largely to exceed that of either of the last four years. Eastern railroads are being called upon to furnish all the cars they can spare and the Western lines are actively engaged in gathering all stray rolling stock that is fit for service.

In railroad circles the statement of the Pennsylvania for July is looked upon as being a favorable one, especially so far as the Pennsylvania road preper is concerned. It appears when compared with the earnings of June that while gross earnings were \$258,000 less the expenses were less that amount, so that the tendency is in the right direction. On the Pennsylvania road it is a question of expenses, much more so than on most other roads. Gross earnings are very large, and close operation would doubtless show phenomenal results. But the Pennsylvania operates on a very broad and expensive scale.

The passenger department of the Ohio, Indians & Western now see that it was a misiake for them to enter into the agreement to pay no commissions on sales of tickets reading over their They, eighteen months ago, stood much in the same position as regards their competitors which the Chicago & Alton did. The latter continued to pay commissions, and is now the most popular line with agents in any part of the country. It would be hard to find an agent who would not, when opportunity offers, give the Chicago & Alton a lift, and had the O., I. & W. pursued the same policy it would now be doing its olden-time business.

# OUR DEBT TO THE SOLDIERS.

Consideration of the Question from the Stand-Point of Fair Dealing.

There is another view which I wish to present What do we honestly owe the ex-soldier! Not in gratitude alone, for payments in that coin are very uncertain in quantity and in quality; but what does our Nation honestly owe him on the basis of man dealing with his fellow-man.

The promises that were held out to our volunteers will not be dented or forgotten. As an inducement to join the army promises were made by the press, by proclamations, by the erators of the day, and the people, pledging them all that their fathers had enjoyed before them. When they returned home they were to have land-warrants of 160 acres. Every volunteer was to be pensioned for life, like his revolutionary fathers and the soldiers of the war of 1812, and he was assured from the country cross-road bar-room to the sacred pulpit that if he fell in battle his family should become the wards of the Nation, and that no soldier's wife or child should suffer. All this and more was promised.

To assure him of his pay, in September, 1861 General Scott, then commander-in-chief of the army of the United States, addressed his soldiers by his famous order No. 16:

[General Orders, No. 16.] READQUARTERS OF THE ARMY. WASHINGTON, Sept. 3, 1861.

The general-in-chief is happy to announce that the Treasury Department, to meet the payment of the troops, is about to supply, besides coin as heretofore, treasury notes, in fives, tens, and twenties, as good as gold, to all banks and government offices throughout the United States, and most convenient for transmission by mail from officers and men to their families at home. Good husbands, fathers, sons. and brothers, serving under the stars and stripes, will thus soon have a ready and safe means of relieving an immense amount of suffering which could not be relieved in coin. In making up such packages every officer may be relied upon, no doubt, for such assistance as may be needed by his men. By command of Lieutenant-general Scott.

E. D. TOWNSEND. Assistant Adjutant-general.

Non-combatants may have forgotten all these promises and inducements, but the soldier and the soldier's widow and orphans have not. I need not stop to ask honest men how these promises have been fulfilled. No land-warrant of 160 acres for the soldier, no pension like his father's, and instead of General Scott's paper that was to be as "good as gold," he was paid in depreciated "greenbacks," which were not worth on an average 60 cents to the dollar. This he was compelled to accept or receive nothing. He could not leave the army and return home, for desertion in time of war meant disbonor and death. After he was mustered into service he was compelled to serve or die, payment or no payment, although his depreciated greenbacks would not buy the bread for his wife at home or clothe his cold and ill-clad children. What a great change has taken place as to the

rights of our soldiers. For one day in battle or fourteen days' service in the army our soldiers, by acts of Congress passed before 1861, were each allowed a land warrant for 160 acres; but the soldier now of four years' service and a hundred days in battle, by the grace of this House, remains landless. And why! Not for the lack of public domain, for it is well known, as it was sung at the meetings to rally our volunteers, that "Uncle Sam is

rich enough to give us all a farm." The unsold public domain to-day is larger in area than the thirteen original States, and amounts to more than 1,000,000,000 acres. Do not excuse vourselves by saying that the lands are worthless. If they are the government will lose nothing, and the soldiers will fully understand your motives if you give or refuse their just demands. The patent to them alone will be a patent of nobility, whether it is spread upon a prairie of flowers or a barren mountain peak, for it will be an acknowledgment to them and their children of loyalty and honorable service; and if they cannot find lands that suit them they can frame their warrants and hang them in their houses as heirlooms for their posterity. They will be highly prized at no distant day and pointed to with pride. Do not deceive yourselves, Representatives, nor imagine that your motives are not fully understood. Do not let greed, politics, and a "solid South" make you forget the promises that have been made to our ex-soldiers. Remember the money or green backs you paid them is not the money with which you paid the bondholders. Do not forget the rewards paid their fathers for one day in battle or fourteen days' service in the army. Can our now proud and prosperous Nation trample on her soldiers and sailors of the late re-

beilion and forget or refuse the fulfillment of these pledges and promises? Can our omnipotent committees close the doors of legislation and refuse to report their bills for justice and relief, or by delay until this late hour cut off all argument and debate?

## Cost of Railway Travel.

Gen. Horace Porter, in September Scribner. In Europe the first-class travel is exceedingly small, and the third class constitutes the large portion of the passenger business, while in America almost the whole of the travel is first class. The following table gives a comparison

tries of the world:	2 111 1110	10mming	COUL
	First	Second	Third
	Class.	Class.	Class
The state of the s	Cents.	Cents.	Cents
United Kingdom	4.42	3.20	1.94
France	.3.86	2.88	2.08
Germany	.3.10	2.32	1.54
United States	2.18	*****	****

In the State of New York the first-class fare does not exceed 2 cents, which is about equal to the third class fare in Europe, and heat, good ventilation, ice water, toilet arrangements and free carriage of a liberal amount of baggage are supplied, while in Europe few of these comforts are furnished. On the elevated railroads of New York a passenger can ride in a first-class car eleven miles for 5 cents, or about | cent a mile, and on surface roads the commutation rates given to suburban passengers are in some

cases still less. For Colored Voters to Remember

Kansas City Journal. When Mr. Thurman was chairman of the platform committee of the State Democratic convention in Ohio, in 1865, he reported the following resolution: "That this government was made by white men, and so far as we have the

#### THE FIFTIETH CONGRESS.

Senator Gorman Tries to Show that Mr. Allison's Figures Are Not Strictly Fair. WASHINGTON, Aug. 23 .- Mr. Resgan introduced a bill to permit the importation of jute bagging free of duty, and it was referred to the committee on finance.

He spoke of the trust which had increased the price of jute bagging, and said that the cotton planters were discussing the question as to whether they would not withhold their cotton from market until that oppression passed by. This trust struck at one of the great interests of the country-an interest which had no protection and which had to compete in the mark ets of the world with cotton from other countries. Congress had the power to protect that great industry against such great wrong by taking the duty off jute, and he trusted that the committee on finance would take the matter into consideration and give the relief needed.

Mr. Plumb, from the committee on appropri ations, reported back the fortifications bill and gave notice that he would ask for its consideration to-morrow.

The resolution heretofore offered by Mr. Plumb, in reference to the diversion of the waters of the Platte and Arkansas river and their tributaries in Colorado, was taken up, discussed, amended and agreed to.

Mr. Stewart offered a resolution calling on the Secretary of the Interior for information as tolland suits, land patents and timber depredations, information which Mr. Beck suggested would be as extensive and voluminous as that supplied by the Secretary of the Navy, a few days since, in reply to Mr. Chandler's resolution, and which he said had cost as much as year's expenditure of the Naval Academy. Mr. Morgan analyzed the resolution and char-

done by the Interior Department for several years in regard to the public lands. It would entail enormous expense and cause great delay in the current business Mr. Stewart explained his motives in offering the resolution, and it went over without action.

acterized it as an effort to dig up every thing

The Senate then resumed consideration of the conference report on the sundry civil appropriation bill. The question of appropriations for public buildings was again taken up and dis-Mr. Berry denied the statement made yesterday by Mr. Hale as to the preference given to the Southern States over Northern States, and re-

marked that the State of Maine, with 20,000 less population than Arkansas, had received \$2,000. 000 more for public buildings. He also resented other charges made against the administration or want of economy, and upbraided the Repu lican Senators for their support of such extravagant measures as the Blair educational bill, the direct-tax bill, the dependant pension bill and the proposition to subsidize steamships. He characterized Mr. Hale's argument as being "not fair politics.'

Mr. Gorman stated that he thoroughly agreed with Mr. Allison in his general statement of vesterday as to the condition of the bill. He bore testimony, as a member of the committee on appropriations, to the absolute fairness of that committee in considering matters, without any regard to polities. But he expressed his amazement at the statement made by Mr. Allison showing a difference of \$95,000,000 of expenditures in favor of Mr. Arthur's administration as against Mr. Cleveland's administrationa statement made purely for partisan purposes. He had no doubt that Mr. Allison himself regretted bringing so much partisanship into the discussion of the subject. The fact of the \$95, 000,000 difference he admitted; but the cause of it was largely the sectional feeling engendered and encouraged by Republican Senators and the Republican press, which made it possible for any sort of pension bill to pass either House, so that the cost of pensions would be greater than the cost of putting down the rebellion. The time had come when there must be some just limitation of pensions. The Republican party had forced the issue. It had forced immense pension appropriations, and now attempted to hold the Democratic party up to the country as party of extravagance. It was not fair. The amount of expenditures for pensions during the four years of Mr. Arthur's administration had been \$291,000,000, and during Mr. Cleveland's \$304,000,000, an increase of nearly \$13,000,000. And had it not been for the veto and Democratic opposition that amount would have been swelled at least \$25,000,000 a year. The expenditures

for the navy during Mr. Cleveland's administration had been \$77,000,000, as against \$60,000,000 of the previous four years. That was an increase of \$17,000,000 in order to build up thenavy. Then, as to the postal service, the cost of the last four years had been \$224,000,000, as against \$179,000,000 for the previous four years, an increase of over \$45,000,000, most of which had been paid back by the postal revenue; and had it not been for the reduction of letter postage from three to two cents there would have been a surplus from that service instead of a deficit. Then there was the amount of Alabama elaims, nearly \$6,000,000, paid out during the present administration, and of the Choc taw claim, nearly \$3,000,000, for neither of which was Mr. Cleveland responsible. These sums, added together, accounted for \$84,000,000 of the \$95,000,000 which the Senator from Iowa

per capita of population had been, for each of the last four years, \$4.32, as against \$4.62 under the preceding administration. Mr. Blair asked Mr. Gorman whether that was a fair test, and whether he understood that the American people were to be governed at so

talked about. In his judgment the greater por-

tion of these increases had been made in the in-

terest of the country. The cost of admistration

much a head. "No, sir," was Mr. Gorman's reply; "but the expenses of the government increase as the population increases." Mr. Gorman proceeded with his argument and closed by saying that the speech of Mr. Allison showed a degree of partisanship which he [Mr. Gorman] trusted his They Are Made in a Watch Factory and Canfriend from lowa would regret, and would never

Mr. George said that among other questions that had been lugged into the debate yesterday was the fisheries question, and on that he desired to submit some observations. He proceeded to speak on that subject. He asked whether the act of March 3, 1887, was a sufficient act of retaliation. The answer which he gave was that it was not, because it did not cover all the ground that the United States had for retaliation. There were wrongs committed by Canada against the United States for which the act of 1887 could not be put in force, and one of these wrongs was that mentioned by the President in regard to the inequality of tolls on the Canadian canals. There would have to be an additional act of Congress for that. The President's recommendation in that respect had to be adopted or else the claim for equality of tolls on the Canadian canals had to be aban-

Mr. Frye inquired whether Canadian vessels could not be kept out of the Sault Ste. Marie Mr. George did not know of any reason to the contrary. But such a little partial retaliation would amount to nothing. If retaliation were resorted to it should be made adequate and ef-

"Are you aware," Mr. Frye persisted, "that Sir John McDonald-"I do not," Mr. George broke in, "know any-thing about Sir John McDonald."

"He is the head of the Crnadian government," Mr. Frye explained, "and he declares that there is no discrimination against us in the Canadian

At this point Mr. George assented to the request of Mr. Allison to have a vote taken on the onference report on the sundry civil appropriation bill. The report was agreed to. Mr. Allison then moved that the Senate insist on its amendments other than those settled in conference, and asked for a further conference. This was agreed to, and Senators Allison.

Hale and Beck were appointed conferees. Mr. George proceeded with the discussion of the President's retaliation message. He said that under the act of March 3, 1887, the President could not deny the right of transit over American territory to goods going from foreign countries to Canada or to goods going from Canada through the United States intended for foreign countries; and he said that in a message sent to Congress on the 5th of December, 1870, President Grant had recommended the very thing which President Cleveland now recom-

yielded the floor. The following bills were taken from the calendar and passed: The Senate bill to authorize the construction and operation of a wagon road across Pike's Peak reservation, in Colorado; the House bill for the relief of the Baptist Female College of Lexington, Mo.; the Senate bill granting use of certain lands in Pierce county, Washington Territory, to the city of Tacoma, for the purposes of a public park; the Senate bill to pay John D. Adams, of Arkansas, \$3,705 in connection with a mail contract.

After an executive session, the Senate ad

Without concluding his speech, Mr. George

journed. Proceedings of the House. WASHINGTON, Aug. 29 .- Mr. Forney, of Ala-

the bill for the printing of government securities in the highest style of art. After some debate, and on motion of Mr. Wheeler, of Alabama, in charge of the bill, the second section (prescribing the qualifications of the chief and assistant chief) was stricken out, and the bill, as

so amended, was reported to the House and The bill provides that the government's securitles shall be printed in the highest style of art on hand roller presses. Mr. Washington, of Tennessee, on behalf of

Department, called up a bill to increase the efficiency of the medical division of the Pension Bureau. Mr. O'Neill, of Missouri, supported the bill and urged the necessity of increasing both the force and the salaries of the employes of the medical division, declaring that it was difficult

the committee on expenditures in the Interior

to obtain the best medical talent on account of the smallness of the salaries. Mr. Cheadle, of Indiana, rising to discuss the bill, sent to the clerk's desk to have read an article in a New York paper, to the effect that clerks in the Pension Bureau are detailed to do

political work, but before this could be done the

committee rose and the morning hour expired. The House then went into committee of the whole-Mr. Dockery, of Missouri, in the chairon the Oklahoma bill. Mr. Holman offered as an amendment to Mr. Payson's amendment—providing that the land in Oklahoma shall be open to homestead entry only—a provision that no person seized of any lands in any State or Territory, or who shall sell land in any State or Territory within three months of the taking effect of this act, shall be authorized to enter any lands in Oklahoma.

stood, and argued against the Payson amend-Mr. Anderson, of Iowa, advocated a proposed amendment providing that honorably discharged soldiers and sailors of the rebellion, in making entries for settlement, shall be exempted from the payment of the purchaso price provided for by the bill.

Mr. Peters, of Kansas, advocated the bill as it

Mr. Perkins, of Kansas, supported the bill.

After further debate, Mr. Holman's amendment was rejected—27 to 77. Mr. Payson's amendment was also rejected—10 114. On Mr. Anderson's amendment, the vote stood 46 to 47, and the point of no quorum was made. Adjourned.

#### A CANADIAN ON CLEVELAND.

George L. Chittey, a Lumber Merchant, Talks of the Retaliation Message. Philadelphia Press.

George L. Chitty, of Ottawa, Canada, one of the largest lumber merchants of the Dominion, who ships lumber to nearly every State in the Union, was in the city yesterday on business. When seen last evening by a Press reporter in relation to President Cleveland's latest move on the fisheries treaty question he expressed the opinion that the message which the President sent to the Senate last week was only a ruse to catch votes and that it was only done to advance his own and his party's interests.

If President Cleveland, he said, had forwarded to Congress the document when the treaty was first drawn up it would have dispelled any doubts that may have existed in the minds of the Canadians as to his sincerity in the affair. "From Manitoba to Quebec," said he, "the

message is looked upon as mere political claptrap, and the people of the Dominion do not expect to hear a word about the treaty after the November elections. The Canadians are beginning to see how fickle Cleveland is and how he is harping on this important question in hopes of getting votes. "There is not likely to be any war over the

matter, as England is too magnanimous, and while we know that we are denied our rights by the United States, yet the pressure is not strong enough to cause trouble. We have yielded more than we ought to have done and in return the President and his party have given us noth-ing—and we are not likely to get anything. I perfectly agree with Mr. Blaine's speech at Lewiston, Me., Saturday evening, when he said that Cleveland asks authority to cripple the com-mercial relations between the United States and Canada.

"The Canadian government and the mass of the people are extremely anxious for a settlement of the perplexing question, and want it settled in some way. Sir John MacDonald, Premier of Canada, is too sagacious a man to believe that the treaty would be adopted. When the President appointed that commission the Premier said that Canada would not be given justice at the hands of the Democrats, and believed that they would use the measure as a political firebrand."

Mr. Chittey said that if the President would nathring about a settlement within the next six months it would be a blow to the Canadian lumbermen, who are supplying the States. "This country should be affected to a greater or lesser extent," said he, "on account of the fact that the Canadian lumber is and always has been in great demand. Nearly one-half of the lumbermen's business would be ruined, and until proper negotiations are brought about the lumbermen will be on the tip-toe of expectancy. Their receipts would diminish one-half. The lowering of the better grades of lumber would bring this about.

"The chances as viewed from a Canadian stand-point for the ultimate overthrow of the Democratic party and its policy at the coming election have grown in the opinion of a certain class of the people across the border. Canada does not want retaliation, and the stand taken by the President will not bring him into popular favor with the English people or the press of his own country. He has yielded to his party's demand for a message on the treaty in very bad grace."

Mr. Chittey believes that both sides have good and sufficient reasons for asserting themselves in the way they have done, and that the matter should not be regarded as anyway vis-

### THE SMALLEST SCREWS. not Be Seen.

The smallest screws in the world are made in a watch factory. There can be no doubting that assertion on any score. They are cut from steel wire by machine, but as the chips fall down from the knife it looks as if the operation was simply cutting up the wire for fun. One thing is certain, no screws can be seen, and yet a screw is made every third operation. The fourth jewel wheel screw is the next thing to being invisible, and to the naked eye it looks like dust. With a glass, however, it is seen to be a small screw, with 260 threads to the inch, and with a very fine glass the threads may be seen very clearly. These little screws are 4-1000th of an inch in diameter, and the heads are double in size. It is estimated that an ordinary lady's thimble would hold 100,000 of these tiny little screws. About 1,000,000 of them are made a month, but no attempt is ever made

to count them. In determining the number 100 of them are placed on a very delicate balance, and the number of the whole amount is determined by the weight of these. All of the small parts of the watch are counted in this way, probably fifty out of the 120. After being cut the screws are bardened and put in frames, about 100 to the frame, heads up. This is done very rapidly, but entirely by sense of touch instead of sight, so that a blind man could do just as well as the owner of the sharpest eyes. The heads are then polished in an automatic machine, 10,000 at a time. The plate on which they are polished is covered with oil and a grinding compound, and on this the machine moves them rapidly by reversing motion, until they are fully polished.

# The Breath Was Familiar.

New York Press. Rollicking Billy Mason, the Chicago Congressman, is having a great time campaigning in these parts. The other evening he talked at Mt. Vernon. The people objected to his coming at first; they had expected Burroughs, of Michigan, and asked: "Mason? Mason? Who is Mason!" The fat, round-faced Westerner told his bearers the first thing that he had heard that they didn't want him to come there, and that put them in a good humor. They were all completely won over when he insisted that some unbeliever, who interrupted should not be put out, but should be answered respectfully. This the round-faced, fat man did, of course, in a trice. But one drunken fellow in the rear kept yelling "Cleveland! Cleveland!" Billy Mason completely did him up by saying:
"Your breath is familiar, but I don't just re-

call your face; come nearer, please." It is a favorite resort of the Congressman to get workingmen interested enough to ask questions and tell their own experiences. The result is always a numerous conversion. Glen Cove, as well as Mt. Vernon, was another productive field for Billy Mason's labors.

An Ass was once complaining of the great

The Ass and the Surplus. New York Tribune.

quantity of Corn which he had in his possession. "Why," he Brayed, speaking to a Horse, "I have much more Corn than I know what to do with. My Stable is filled with it, and it is liable to roll down and Crush me to death. I am the most miserable Ass in four States; listen to me Bray." bama, asked unanimous consent to introduce for immediate consideration a joint resolution to provide temporarily (until Sept. 15) for the expenditures of the government. He explained that all the appropriation bills had passed, with the exception of the army and sundry civil bills, and that the resolution only applied to those two objects. Passed.

The House then resumed, in committee of the whole, and in the consideration morning hour

Insertable Ass in four States; fisten to me Bray.

"Let us make a Cursory Examination of this dangerous Surplus of Corn which is threatening you," replied the Horse. This being done it was found that there was a very small Quantity of Corn, and only enough to sustain the Ass a very short length of Time, he having been feeding on it and making a Hog of himself as usual. Divers Persons passing by shortly after the Expose of the Ass's Shortness on Corn report that he looked Extremely Sick.

The House then resumed, in committee of the whole, and in the consideration morning hour

Spectacles to see the striking Resemblance between the Fix this Ass got into and the one the Democratic party is in, the veracious Anecdote having been constructed by the Author solely with this Purpose in view.

A Coon to the Pulpit.

St. Louis Globe-Lemocrat A gentleman of Sparta, Ga. bas a pet coon. Last Sunday evening be made his appearance in the Presbyterian Church during the discourse of the Rev. Mr. Dixon. He remained quiet for some time, then went into the pulpit, climbed upon one of the two tall-backed chairs, twisted himself around about the top, viewed the congregation from several different positions, then mounted upon the stand, drank water from the pitcher, thrust one foot, then another into it, laved his phisiognomy, and then ambled back to one of the pulpit windows and planted himself, with a satisfied look on his countenance, apparently for the rest of the sermon. But the minister did not seem to put much confidence in the moral qualities of his visitor, so he requested that the animal be disposed of before services were further proceeded with. W. A. Burwell came to his relief and drove his coonship from the window and premises.

#### THEY DID IT.

What? Cured among others the following. They write:

849 Central Ave., Cincinnati, O., }
January 4th, 1888. }
Athlophoros Pills have cured me of liver complaint and dyspepsia. I gave ten of the Pills to a friend who is troubled with indigestion and he has improved wonderfully.

F. H. ROWEKAMP. 16 Rosette St., New Haven, Ct., }
February 10th, 1882.
Athlophores Pills worked wonders in my
case of dyspepsia. EMMA L. CLARE.
Ath-lo-pho-ros Pills are small and pleasant to take, yet wonderfully effective. Invaluable for kidney

and liver complaints, dyspepsia, in-digestion, constipation, headache, etc. They'll take away that tired feeling giving new life and strength. Send 6 cents for the beautiful colored pic-ture, "Moorish Maiden." THE ATHLOPHOROS CO. 112 Wall St. N. Y.

DIED.

SOUTHARD-Mrs. Matilda L. Southard, Tuesday night, Aug. 28, at 12 o'clock, in her eighty-sixth year. Funeral from the residence of her son-in-law, J. E. Ludlum, 49 Park avenue, Friday, at 2 p. m. Services by the Rev. G. L. McNutt.

SPRATT-At the home of his brother, in Detroit, Mich., Aug. 28, George W. Spratt, aged twenty-six, seldest son of Mrs. T. B. Spratt. Funeral from his late residence, 503 South New Jersey street, at

BECK-Bertha, youngest daughter of Mr. Albert T. Beck, aged fourten years, last evening, at the residence of Mr. Benj. Kelsey. No. 216 College avenue. ANNOUNCEMENTS.

A STROLOGER-MRS. DR. ELLIS CAN BE A consulted on past, present, future, love, friend-ship, marriage, inheritance, en gies, lost or stolen goods, lawsuits, sickness, deaeth, journeys, etc. If sick, in trouble, or would know what to do for the the best, consult the Doctor at once. Room 2, 4219 Massachusetts avenue

GENTS WANTED-\$75 A MONTH AND EX-A penses paid any active person to sell our goods. No capital required. Salary paid monthly; expenses in advance. Full particulars free. STANDARD SILVERWARE CO., Boston, Mass.

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WANTED-SALESMEN. MANTED-FIRST-CLASS GROCERY SALES good city trade. Inquire for J. E. JOHNSON, Spencer House, before 9 a. m.

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FOR SALE-HORSES AND VEHICLES. FOR SALE-ROUND-TRIP TICKETS TO THE Lawrence Fair, Sept. 4 to 7.

REMOVAL.

REMOVAL-OFFICE OF UNION CENTRAL Life Insurance Company has moved from 9012 East Market st. to Room 35 Vance Block. J. S. LAMBERT, Manager. C. H. McDowell, City Agent.

TORRENT-ROOMS, WITH STEAM POWER. Apply at Bryce's bakery.

FOR RENT.

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KEYSER, GEO. W., 98 N. Illinois st.
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MATHEWS, J. C. & CO., 58 W. Maryland st.

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THE UNIVERSITY OF NOTRE DAME The 45th collegiate year will open Tuesday, Sept. 4.
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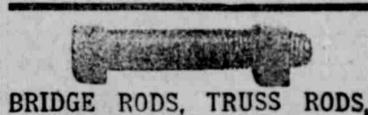
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